(b) the stipulated time, if any, for completion of works; and

(c) the present status of the works?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The work is being progressed as per availability of resources. Fakiragram-Dhubri has been planned as last phase of New Jalpaiguri-New Bongaigaon Gauge Conversion project on which the progress is affected due to law and order problems. New Mainaguri-Jogighopa new line is affected by delay in land acquisition.

(b) Fakiragram-Dhubri gauge conversion during 2007-08 and target for New Mainaguri-Jogighopa has not been fixed.

(c) In Fakiragram-Dhubri, 1.36 out of 3.79 lac cubic metre earthwork, 3 out of 14 major bridges, 7 out of 27 minor bridges completed. On New Mainaguri-Jogighopa new line, 486.587 hectare land out of 998.8 hectare acquired. Earthwork & bridges taken up in New Mainaguri-New Coochbehar (93 Kms) and New Coochbehar-Golakganj section.

Anti-collision system

1936. SHRI M.V. MYSURA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have formulated any plan to implement anti-collision system and railway safety measures on top priority basis for collision prevention, derailment and washing away in floods, in the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) what effective measures are being taken/propose to be taken by the Railways in implementing anti-collision system and providing safety to passengers, loco crew and to traffic at level crossing gates; and

(e) whether it is also a fact that Konkan Railway Corporation invented A.C.D. system?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Indian Railways have formulated a "Corporate Safety Plan" for the period 2003—2013 which envisages a total investment

of the order of Rs. 31,835 crore for safety related works during the 10 year period. The plan envisages Accident Prevention and Mitigation directed towards Continuous Reduction in Risk Level to its Customers. Efforts in this direction are oriented towards progressively achieving Reduction in accidents attributable to human failure which besides other steps include measures for technology up-gradation for avoidance of collisions due to driver faults, derailments, improving asset reliability, adoption of measuring technologies for rail flaw detection, use of anti-crash worthy coaches with tight couplers having anti-climbing features, fire proof coaches to reduce fatalities, extensive provision of track circuiting and upgraded interlocking to reduce human dependence.

(c) Does not arise.

(d) Pilot implementation of Signaling based Train Protection Warning System (TPWS) and Global Positioning System (GPS) based Anti-Collision Device (ACD) is in progress to prevent the possibility of train collision due to drivers error and station staff error. TPWS is being installed in Delhi-Agra and Chennai-Gummidipundi sections over Northern, North Central and Southern Railways. ACD is being tried out in Katihar-New Jalpaiguri-Guwahati-Tinsukhia-Dibrugarh section on North-east Frontier Railway (NFR). Besides conducting social awareness programs, depending on the volume of the road and train traffic, manning, interlocking, provision of road over bridges/road under bridges on level crossing is being continuously done. The provision of Train Actuated Warning Device for giving warning to road users has been taken on a limited trial basis.

(e) Konkan Railway Corporation limited (KRCL) has patented "An Anti Collision Device" concept called "Raksha Kavatch".

Bid for Indian Railway call centres

1937. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that bid has been made for Indian Railway call centre contract;

(b) if so, the details thereof;

(c) how much income has been accrued by Government with this facility; and